

## **MINUTES OF THE MEETING**

**1 March 2001**

### Projects Reviewed

Harborview – Street Vacation  
1925 9<sup>th</sup> Avenue – Alley Vacation  
Stewart Place – Alley Vacation  
Lake City Municipal Master Plan  
Lake City Multi-Modal Transportation  
Civic Center Open Space Plaza

Convened: 9:00am

Adjourned: 6:00pm

### Commissioners Present

Donald Royse  
David Spiker  
Jack Mackie  
Tory Laughlin Taylor  
Sharon E. Sutton

### Staff Present

John Rahaim  
Layne Cubell  
Marianne Pulfer  
Brad Gassman

**1 MAR 2001 Project: Harborview – Street and Alley Vacation**

Phase: Briefing

Previous Reviews: 16 DEC 1999 (Conceptual Briefing), 2 MAR 2000 (Briefing), 16 MAR 2000 (Briefing)

Presenters: Vince Vergel de Dios, NBBJ  
Richard Dallam, NBBJ  
Tom Walsh, Foster Pepper  
Elise Chayet, Harborview

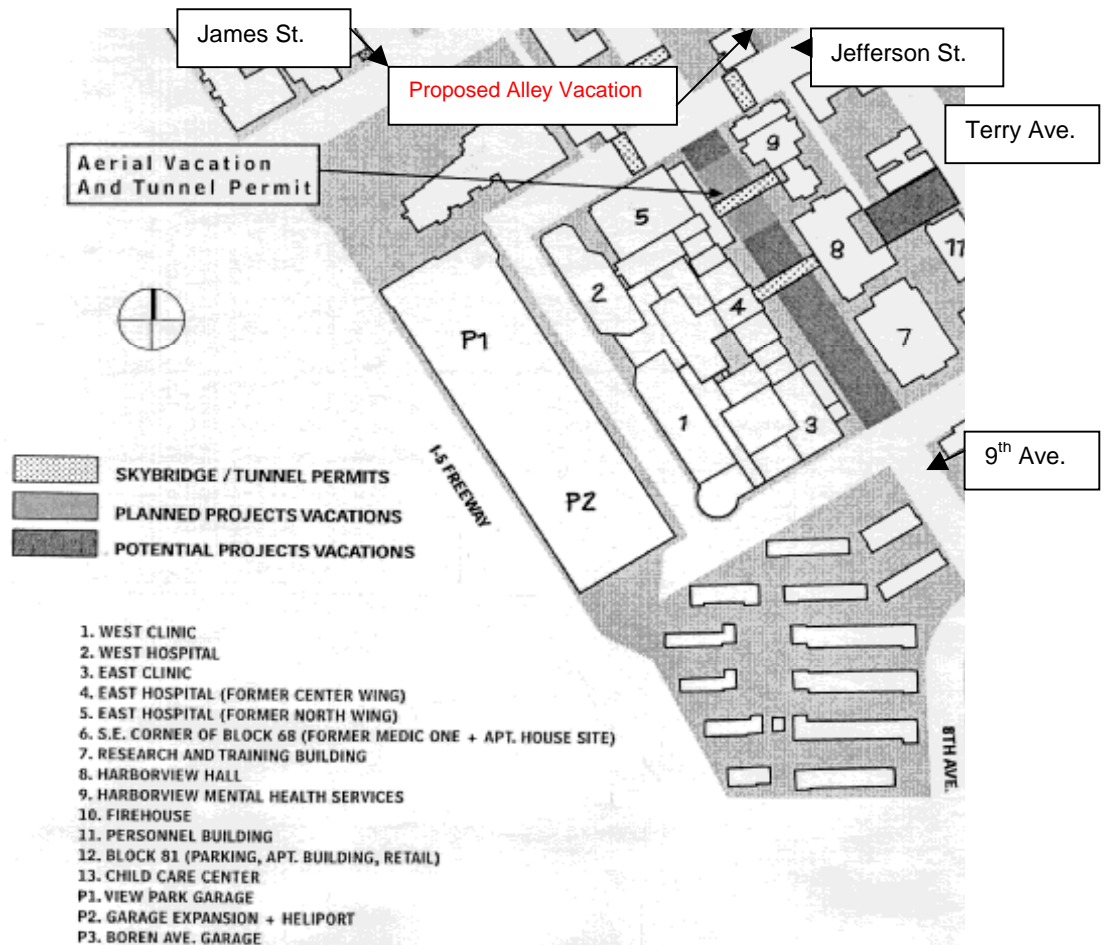
Attendees: Karen Gordon, DON  
Beverly Barnett, SeaTran  
Lawrence Brouse, Citizen's Advisory Standing Com.  
Maureen McCarry, Harborview

Time: 1 hour (SDC Ref. # 221 DC00134)

**Action: The Commission thanks the team for bringing the project forward now that a petition has been filed, appreciates the public outreach now underway and makes the following comments:**

- reiterates that the role of the Commission in assessing vacation proposals is to take a long term look at the urban design implications for the City. As a tradeoff, the Commission is looking for public benefits that will serve the 100-year City
- would like to see site plans that include the nine-block area extending beyond the campus and into the neighborhood including the block north of James and east of Terry
- urges the team to make a study of the vehicular traffic across the campus and to assess Ninth Avenue as a connector
- requests the team to define what variances from SeaTran street design standards the project would involve
- asks the team to explore all opportunities to relieve the generic feel of the campus in terms of style and massing
- urges the team to explore the possibility of keeping the alley between 9<sup>th</sup> and Terry and James and Jefferson in place and using a subterranean vacation only
- asks the team to explain the internal program and plan of the building over Ninth Avenue in terms of bed/service functions
- asks the team to clearly define how the bridge building serves as a pedestrian amenity
- asks the team to find a way to make the six-story bridge more transparent

- asks that every bed in the patient wing have a window
- would like to see the public benefits clearly listed for both vacations
- asks for input from the Landmarks Board on Harborview Hall if that building is still tied into the Public Benefits



Proponents explained why they are requesting a Full Street Vacation on 9<sup>th</sup> between Jefferson and Alder Streets and the Vacation of the alley between 9<sup>th</sup> and Terry and Jefferson and James. They had previously briefed the Commission on early concepts for the street vacation, but recently filed a vacation petition that included the alley vacation, as well, since that project will move forward on roughly the same timetable.

The team outlined the efforts they have made in response to the previous concerns of the Commission. These concerns pivot around the issue of the affect of the street vacation on the neighborhood. Proponents stated that the Master Plan objectives include meeting essential patient care needs, responding to an increase in clinical and support services, upgrading seismic standards for patient care areas and developing a design that respects the community context. It reflects the strategies of the First Hill Plan that calls for retail development, open space and pedestrian amenities at the street. The team is attempting to involve the community in identifying community benefits in the overall campus development. Proponents emphasized the plan for phased development due to the need to keep the hospital operational during construction by replacing functions before they are displaced.

In response to the community charrette, the team decided to develop gathering places such as community facilities for adults, youth and seniors, to use pedestrian-scale lighting, to improve wayfinding through the neighborhood and to provide additional overflow parking. The second charrette is scheduled for March 14<sup>th</sup>, 2001 and will focus on input from design professionals. The intent is to translate the identified public benefits that are currently in the Master Plan and those that came out of the community charrettes. The idea is to come up with design guidelines and principles that will result in specific implementation.

#### **Key Commissioner Comments and Concerns**

- Asks if the East Clinic Services Building at Alder Street and 9<sup>th</sup> is going to be moved to accommodate new development at that site and what is going to take its place.
  - Proponents clarified that in the mid-term plan, it would become an open space area, though the 20-year horizon has the site designated for a new building that would house the Clinical Services and Research Department. The 10-year plan includes projects for which there is already funding, but the Master Plan includes future potential projects.
- Wants to know when Harborview will be so big that it will be necessary to construct another Trauma Center in the region. Asks if there is only going to be one in the state, and the state continues to grow, can we anticipate that Harborview will continue to expand.
  - Proponents stated that the management of the Trauma Center occurs at State level. Needs are assessed annually for each area of the state. It has been determined that it is preferable to have a concentration of trauma expertise at one location; and at this

time the state does not plan to have more than one Trauma Level 1 hospital in the State.

- Asks what the maximum height is.
  - Proponents stated that the highest would be the Clinical Services Building (11 stories, 165 feet). The maximum allowable height of the MIO District is 240 feet. They explained that one half of a building will be built according to the 10-year plan and the remaining half under the 20-year plan. The short-term plan will provide for 50 additional beds in the Inpatient Expansion project.
- Asks for clarification on the “pedestal” building. [the Inpatient Expansion project] Comments that it is more like a buttress than a pedestal because it is a continuous building.
  - The team stated that they are responding to the wishes of the community to build higher rather than spread out. It was explained that the building will be connected to the North Wing on the third or fourth floor and will include 6 levels at 15 feet each over Ninth Avenue. Ninth Avenue will remain open at the surface level and there will be accommodation for pedestrians. Proponents outlined the reasoning behind the construction of the extension of the North Wing by explaining that it would not be possible to do a seismic upgrade on the building without the closure of the Emergency Department, loss of 40 percent of Operating Rooms and loss of existing beds.
- Asks for clarification on the petition for the alley vacation. Notes that, the proponents were not just asking for an alley vacation at the surface level.
  - Proponents stated that King County and Harborview now own three quarters of this block. Because the Clinical Services building has to be replaced the plan is to address this need on the site. The new Clinical Services building will contain an underground garage so they will need a subterranean vacation, as well.
- Asks if, in regard to the 200,000 square-foot clinic that could be achieved in half the block, there a need for an above grade alley vacation for future development, or could a second building be built on the other side of the street with above grade connections and maintain the alley.
  - Proponents stated that it is impractical to split a single-function building.

- Asks if there are other places on the campus where an alley vacation or a crossing of Ninth Avenue has been pursued.
  - Proponents stated that there are tunnel connections under Ninth and on the west side of the hospital. The street was vacated and there are tunnels under the Central Wing as well.
- Asks if it is necessary to get a full street vacation at this time.
  - Proponents clarified the most important issue is the aerial vacation so the Trauma Center can be stabilized. The use of the street itself, in the future, relates to developments with the Central Wing.
- Points to the issue of whether at some time in the future Harborview could do what they want with the area above, on, or below the existing street.
  - Proponents stated that if the full vacation were to be granted they would be willing to place a covenant on the property that would run in perpetuity allowing public access through the property.
- Asks if the proponents considered a solution involving the construction of higher buildings on either side of the street and something smaller under the street.
  - Proponents stated that they did, but given financial considerations, functionality, seismic upgrades and the importance of maintaining current operations it was deemed necessary to build over Ninth Avenue.
- States that it must be possible to do a seismic upgrade without building across the street.
  - Proponents stated that it would be possible, but not without losing 57 existing beds. In addition, the ER would have to be closed down during the installation of internal seismic bracing.
- Asks if there is a way to maintain human scale and to make the buildings seem less intimidating.
- Asks that the team present more than a verbal presentation in the future because it is difficult to follow what they are proposing. Diagrams and other visual materials are essential.
- Asks when the Public Benefit conditions are going to be addressed.

- Proponents stated that this would occur after the next charrette.
- Neighborhood representative Larry Brouse stated his concern about the City giving away the full street vacation when an aerial vacation would be sufficient. If the City and the hospital agree that there should be a thoroughfare, does it make sense to give up the street. Ninth Avenue is an artery that connects the north and south sides of the hill and is needed to maintain porosity in the neighborhood. Thinks that there needs to be a more compelling argument for the city to give up this right-of-way.

---

**1 MAR 2001 Project: 1925 9<sup>th</sup> Avenue – Alley Vacation**

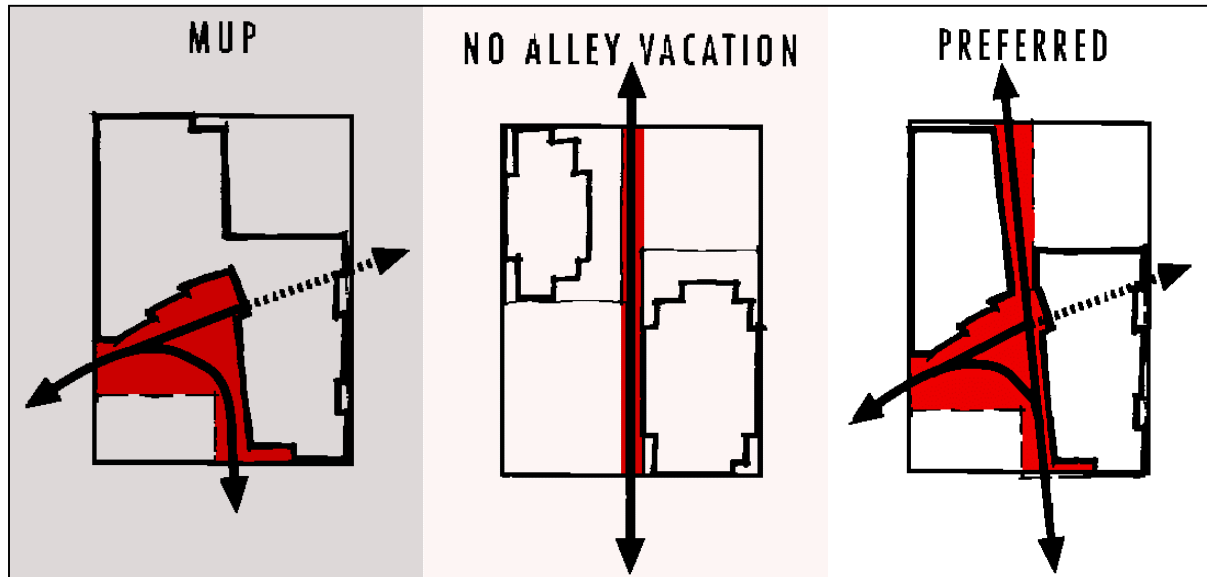
Phase: Alley Vacation –Briefing  
Previous Reviews: 18 Jan 2001 (Pre-Petition)  
Presenters: Tom Berger, The Berger Partnership  
Beverly Barnett, SeaTran  
Jill Janow, Pike/Pine Urban Neighborhood Council  
Jim Rothwell, Callison Architects  
Keith Dearborn, Dearborn and Moss  
Attendees: Scott Species, Denny Triangle Neighborhood Assoc.  
Howard Anderson, Denny Triangle Neighborhood Assoc.  
Elizabeth Stacishin-Mura, The Berger Partnership  
Nathan Brown, Bentall  
Mike Scott, Callison  
Malli Anderson, DCLU  
Lisa Rowe, Bentall  
John Jackson, Bentall  
George Griffin, GSM  
Tracy O'Day, Bentall  
Chris Aggerholm, Bentall  
Phiyona Au-Yeung, Callison Architects  
Rick Phillippe, Callison Architects  
Rachel Ben-Shmuel, Ben-Shmuel & Assoc.  
Marilyn Senour, SeaTran  
Don Bowzer, Bentall

Time: 1.5 hours (SDC Ref. # 221 DC00204)

**Action: The Commission recommends the approval of the scheme conditioned by the inclusion of 24-7 public access through the site on both east/west and north/south axes with connections to the adjacent green street. The Commission appreciates the clarity of the presentation and makes the following comments and recommendations:**

- appreciates the proponents' area-wide urban design analysis and their efforts to work out a compromise proposal with surrounding neighborhoods
- urges the team to develop high quality public open space in the form of a central, ground-level plaza with active street uses and requests visual preservation of the alley at the surface level
- expressed their concern for the universal accessibility of the public spaces
- is concerned about maintaining active perimeter spaces and asks the team to look at the types of retail and the physical connections
- asks the team to do an analysis of the traffic in light of the fact that through block circulation is being removed and traffic is being added with this project
- asks the team to make a study of the shadows in the open space areas





Proponents presented a ‘preferred’ scheme and a scheme that responds to the request from the Commission to keep the surface alley and use a subterranean vacation. The ‘preferred’ scheme entails a full alley vacation and access for the public on the north/south and east/west axis during operational hours of the building only. In comparison to the previous ‘preferred scheme’, this scheme has more clearly articulated the separation of the two primary buildings.

#### **Key Commissioner Comments and Concerns**

- Notes that the team is assuming an alley vacation below grade with the ‘preferred’ scheme. Asks if it would be possible to pursue a modified ‘no alley vacation’ scheme needing only a subterranean vacation, and if this would minimize the need for curb cuts.
  - Proponents explained that if they did this the efficiency of the garages would be compromised. The garages need to be connected or the floor plate size will be so reduced that it will not be worth developing.
- Asks why all the parking could not be accessed from the alley and therefore eliminate the perimeter curb cuts.
  - Proponents stated that it is difficult to get an inbound route below the loading area fast enough and get it outbound in the length of the block without having the entry on Stewart Street. The grading doesn’t work.
- Asks how many cars will be added to the neighborhood.
  - Proponents stated that this depends on the future of the Telco building, but probably 1,100 cars.
- Asks what size the floor plates are.

- Proponents stated that the commercial floor plates are about 20,000 square feet.
- Asks if there will be parking under the Telco building.
  - Proponents stated that until they know if the Telco building will be removed, or not, they cannot say. If the Telco site is available, they will only need to construct four levels of parking underground instead of five.
- Asks what the two-story building would be like that would replace Telco.
  - One level of retail would face onto the street on grade and the upper level would open out onto the plaza level.
- Asks why the office building FAR changes between the two schemes. Asks if the parking problem couldn't be solved only with a subterranean connection.
  - Proponents stated that it would not be possible to go far enough underground on a single site to achieve the required parking.
- Asks how the parking was calculated.
  - Given the 450,000 square feet of office space, there is space for 450 cars or 1 per 1,000sf as required by code and 1.2. spaces per residential unit. There will be about 500 to 550 cars. Parking will also be provided for retail and Telco, which will bring the total to about 1,100. Residential and office will share the same circulation and two openings into the garage should be sufficient.
- Asks if the neighborhood will suffer from grid-lock due to increased traffic.
  - Proponents noted that a Transportation Management Plan will have to be completed.
- Asks how the open space will become public space and not just an interior courtyard for the building. How does this work for ADA access on a 24-7 basis with the lobby being locked between the open space and Ninth Avenue; it looks like a cul-de-sac.
  - Proponents said they have not solved this, but assert that by eliminating the vehicular traffic through the open space they have made it more inviting to pedestrians.
- Questions if it might be possible to preserve vehicular access in some fashion onto the plaza, if not through the alley.
- Asks if the Telco building was removed, why not open up the whole corner.
  - Proponents stated that it might be too open.
- States that there are several other open spaces in the area and if every building has an open space, it will be difficult for the neighborhood to reach a critical mass of activity.
- Asks how this project contributes to the Green Street Program.
  - Proponents stated that they are considering a \$800,000 investment following the Green Street guidelines, but are not certain that they need the bonus.
- States that this should not be considered part of the Public Benefits for the Vacation because Green Street improvements for the site are tied into the Land Use bonus; similarly the Transfer Development Funds should not be considered as project-specific Public Benefits since they are earmarked for the larger neighborhood for the Transfer Development Credits Program.
- States that it looks like the credits the proponents are buying allows them to come up with a denser project. Asks what the City will get back.

---

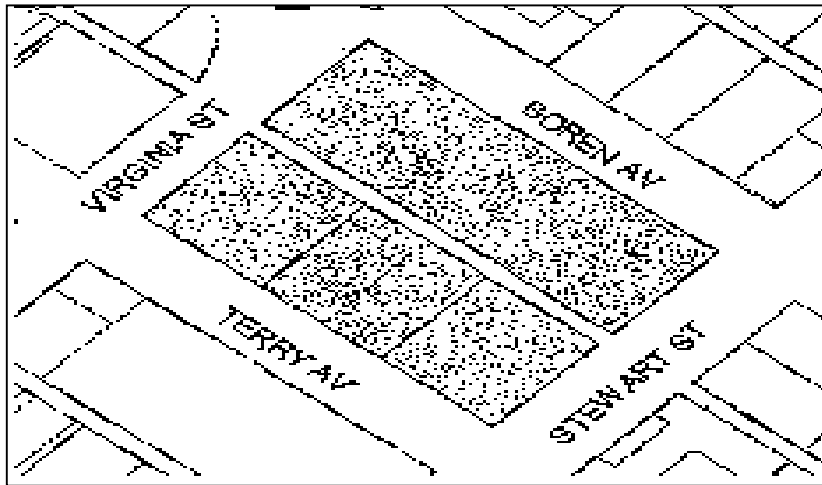
**1 March 2001 Project: Stewart Place**

Phase: Alley Vacation  
Previous Reviews: 2 November 2000 (Pre-Petition Briefing)  
Presenter: Phase: Alley Vacation Briefing  
Presenters: Arlan Collins, Collins Woerman  
Douglas Howe, Touchstone  
Rachel Ben-Shmuel, Ben-Shmuel and Associates  
Jeff Smith, Collins Woerman  
Beverly Barnett, SeaTran  
Attendees: Lyle Bicknell, City Design/DCLU  
Ethan Melone, SPO  
Marilyn Senour, SeaTran  
Shawn Parry, Touchstone  
Michael Jenkins, DCLU  
Howard Anderson, Denny Triangle Neighborhood Assoc.  
Scott Species, Denny Triangle Neighborhood Assoc.  
Keith Dearborn, Dearborn and Moss

Time: 1.5 hours (SDC Ref. # 221| DC00199)

**Action:** The Commission stated that it could not now recommend approval of this vacation, was not convinced that the team had made sincere efforts to address the Commission's previous concerns and made the following comments:

- remains supportive of development in general in the Denny Triangle and appreciates the neighborhood's desire for open space
- appreciates the selection of an artist and a landscape architect for the project but feels that their expertise on alleys is not being utilized at this late stage of project development; questioned whether their late involvement could remedy the basic problems created by the ill-conceived open space which still does not seem spatially inviting to the general public; yet looks forward to their deep participation in fundamental design issues
- remains unconvinced that the large-plate building is viable as a Seattle model
- is not convinced that the plaza is public space since it is surrounded by private space; asks the team to explore the possibility of it being a destination for non-site users
- while the team may regard the project as having three buildings, the Commission believes there are actually only two, and requests that the team provide more definition at the next presentation on the building elements and their program and function.



The team explained that the current state of the design represents a “distinction between 1<sup>st</sup> and 2<sup>nd</sup> generation technology tenants.” In dealing with the public spaces the team must concern itself with the location of lobbies, the retail component, and the “big grand airy spaces” being offered. Slides of King Street Station and the Adobe complex in Fremont were presented as examples of large floor plate buildings for ostensibly stable high-tech businesses. The team displayed a model intended to show that the project is comprised of three buildings.

#### **Key Commissioner Comments and Concerns.**

- Challenges the claim that this is a “gateway” project given rapid changes in the area and other nearby planned developments.
- Asks what the Commissioners are supposed to see in the examples shown by the proponents. States that they are not all inspiring and necessarily good examples. Asks what alley vacations were required to create the open spaces referred to in the examples.
  - Proponents stated that the team could just build two 7-story buildings but claimed that the neighborhood wants a park.
- States that this is not the only team that has come before the Commission with the ‘next generation’ technology building. States that it looks like it was lifted from a suburban context in Redmond and transplanted downtown and simply bulked-up because there is not enough room to spread out. Is not convinced of this model for downtown Seattle.
- States that the team has used the example of King Street Station and asks if the proposed buildings are the same size as the ones shown in the slides. Points out that the examples pointed to have a gap in the middle.
  - Proponents stated that they were able to achieve the gap because the buildings are situated on elongated sites.
- Asks what the size of the floor plate is of the example buildings and how many tenants there are.
  - Proponents stated that one of the buildings is 25,000 to 30,000 square feet and the other is 12,000 square feet. Amazon is the primary tenant.

- Observes that the building the proponents are presenting is closer to 40,000 square feet.
- Asks what the ceiling height is.
  - Proponents stated that it would be 13'-6".
- States that the design looks generic, is more of a 1960's office solution, not one that denotes modern 21<sup>st</sup> century technology. Finds the plaza to be unconvincing as public space because it is a hard surface plaza surrounded on three sides by a private building. It does not belong to the street in any real way. Suggests eliminating the building on the corner to open the plaza to two streets in a definitive way. Finds the alternative proposal for the 'no-alley-vacation' scheme unconvincing.
- Asks if all of the loading is at grade behind a screen wall.
  - Proponents stated that yes, all loading is contained within the building at grade and off the street.
- States that they are not against the development of the high-tech sector in this neighborhood, but it is a matter of how it is done. The issue is whether or not the city is prepared to recontextualize significant portions of the City, and give it away forever, not just for the next 20 years.
- Notes that one thing that will be here is people, so the Commission is looking at it in terms of the scale of the person.
- Asks what is the status of the alleys on either side of the project.
  - Proponents stated that they are both fully functional alleys.
- Ethan Melone from the Strategic Planning Office states that the Denny Triangle Neighborhood has been chosen as a Transfer Development Credits Neighborhood, so the City is encouraging development here so that it does not occur on rural lands. This helps pay for the Terry Green Street
- Two representatives of the Denny Triangle Neighborhood Association state that they support this project in spite of the size. They appreciate the connection to the Terry Green Street and appreciate the way the project functions as a gateway, stating that as it is now, people just drive through the neighborhood. Suggest that if the alley were to be left intact it would be impossible to attract retail.
- Comments that the building looks more massive than it needs to be given the square footage, asks the team find a way to make the big 'L'-shaped building look more like two buildings.
- Comments that there is no visual link through the blocks; asks if trading off the porosity through the block is worth it.
- Suggests that it is incorrect to consider the Commission against the development of the Denny Triangle. Reiterates that it is the role of the Commission to consider larger consequences in giving up the publicly owned space of the City. The alleys are one of the things that give the Seattle block an interesting texture. The hierarchy of alleys, streets and avenues create a grid, which is important to the feel and function of the city. The perforation of the grid from the alleys adds a layer of openness and light and air to that system. The elimination of any of these means one less piece of open space.
- Asks what happens to the open space when the retail shops are closed.
  - Proponents stated that technology workers are there 12 to 14 hours per day.

---

**1 March 2001 Project: Lake City Municipal Master Plan**

Phase: Briefing  
 Previous Reviews: None.  
 Presenters: Joan Rosenstock, ESD  
 Kate Kaehny, DOPAR  
 Barbara Swift, Swift and Co.  
 David Rutherford, ARC Architects  
 Attendees: Scott Surdyke, Simpson Housing  
 Lisa Richmond, SAC  
 Jess Harris, DCLU  
 Maureen A. O'Neill, DOPAR  
 Jill Sterrett, EDAW  
 Douglas Bailey, SPL  
 Deirdre Grace, DON

Time: 1 hour (SDC Ref. # 169| DC00215)

**Actions:** The Commission appreciates the presentation, supports the coordinated site planning efforts and makes the following comments:

- supports the model of co-location that allows all of the entities to come together; this should result in a sum that is greater than the pieces
- appreciates the flexibility of the library on the co-location issue and the possibility of a solution involving an additional story to the library
- encourages the team to select an artist for the project as soon as possible and to see the work of the artist as a community development tool, to help integrate the whole site
- looks forward to the development of a scheme that has both the library and the community center on the plaza.

Fleets and Facilities outlined the project that has been on the boards for more than three years although the Master Plan was only started in Fall of 2000. The objective of developing the plan has been to look at the site in both the short and the long term. The former entails the Library expansion including the Neighborhood Service Center, an expanded parking garage and an expanded park. Long term plans include the Community Center; it has not yet been determined if it will remain at the same location or if it will be housed in a new building. The City owns that portion of the block that was donated in 1953 by the Lion's Club; the Library owns its property and DOPAR owns the adjacent park. It is expected that Pro-Parks money will be used to buy the rest of the land on the block. It is uncertain if the three additional properties within the block that are owned privately can be purchased. One of these purchases remains problematic.

The focus of the Master Plan effort is to give the project enough form that the library can move ahead with Schematic Design. In terms of funding, there are numerous sources; \$300,000 was transferred from another CIP project, \$50,000 will come from the Biennium Budget, \$150,000 was donated from the

Community Center Board, \$150,000 will come from the Matching Grant, \$1,010,000 from the Community Center Bond, and there are also Pro-Parks and Seattle Public Libraries For All bond monies. The team is attempting to adjust the project to the funds that are available with a ten-year phased development plan.

A preferred diagrammatic Master Plan was presented that reflects the contextual issues of the Lake City neighborhood. There is a commercial strip, a commercial neighborhood core and community services around that core. The neighborhood itself is marked by the fast moving traffic of Lake City Way that is a State Highway. The Neighborhood Plan acknowledges that the highway will always be there and responds by “turning-inward” to the inside of the neighborhood. The Plan intends to create a number of enclosed spaces that have a relationship back to the block that is the civic core. There is a goal to increase the connection between the park, the community centers and the library. A plaza is planned to facilitate this connection with the hope that it would become a center for the community.

The preferred plan includes an underground, lidded garage with two circulation “towers” to the plaza above, and a ramped access. The Neighborhood Service Center (located on the 2<sup>nd</sup> floor of the library) and the library have a joint lobby that is located on 28<sup>th</sup> Street. There will also be entrances off of the plaza to enliven the area. The project will maintain the original library that was designed by John Morse in 196, but an addition is planned. The masonry building that is characterized by enclosed space will not be easy to make an addition to but it is a priority for the neighborhood to keep it. It remains to be decided if the existing Community Center will be retained, remodeled, or removed.

### **Key Commissioner Comments and Concerns**

- Encourages the Proponents to develop a comprehensive Art Plan, that looks at all of the project components.
  - Proponents stated that the team is working on selecting a key artist.
- Asks for clarification on the connections in regard to the proposed ‘U’-shaped buildings. [refers to buildings in the direction to Lake City Way]
  - Proponents stated that they are intended to be mixed-use buildings oriented toward the pedestrian corridor.
- Comments that the plan for the Civic Center assumes the existence of the pedestrian corridor.
- Asks if there is zoning for multi-family; increased density might help justify underground parking. A pedestrian spine could be created without underground parking.
  - Proponents stated that it is zoned for multi-family. There already exists a pedestrian connection that goes through the park, through a series of parking lots and a slit in the building.
- Asks for clarification as to the difference between the plaza space and the park space.
- Supports having the library and the Community Center on the plaza.
- Supports the scheme with the park on the west side between the civic space and the residential blocks and the civic buildings as a group would form a gateway into the park space.

**1 MAR 2001    Commission Business**

**ACTION ITEMS**

A. TIMESHEETS

**DISCUSSION ITEMS**

B. NORTH WATERFRONT ACCESS STAKEHOLDER GROUP/SPIKER

C. VACATIONS BRIEFING TO TRANSPORTATION  
COMMITTEE/MACKIE



---

**1 March 2001 Project: Lake City Multi-Modal Transportation**

Phase: Briefing  
 Previous Reviews: 20 July 2000 (Briefing)  
 Presenter: Laura Scharf, SeaTran  
 Attendees: Scott Surdyke, Simpson Housing  
 Ruri Yampolsky SAC  
 Time: .75 hour (SDC Ref. # 169 DC00216)

**Action: The Commission supports transit oriented improvements as opposed to an increase in automobile traffic and supports the Neighborhood Plan that is dependant on the ease of pedestrian movement and safety and makes the following comments:**

- coordination of street improvements is important, and recognizes that it is often a challenge
- asks the Proponents to involve City Design to help resolve these street design issues
- looks forward to future briefings
- offers the Commission's support in addressing WSDOT issues

SeaTran/City of Seattle is working in collaboration with Metropolitan King County (METRO) and Washington State Department of Transportation (WSDOT) to coordinate several concurrent transportation improvement projects. The team has made a commitment to Lake City that they will not change the downtown core with the exception of the asphalt work. The three agencies have organized the work into two contracts.

Contract 1: includes the WSDOT contract for the resurfacing and the SeaTran contract that will be completed by 2002

Contract 2: includes the remaining projects funded by SeaTran that will be completed by 2003

Proponents explained that the improvements to Lake City Way will start with the resurfacing component because WSDOT risks losing the funding if the work is not done this year. There are other improvements that will be occur as a part of Phase 2 of the Multi-Modal project and DOT will hold off on the resurfacing of the stretch that involves tearing up the cross-section. Other projects include changing the Signal Connect and establishing a Transit Signal Priority Connect. Transit Lanes will be created as well as Public Queue Jumps.

**Key Commissioner Comments and Concerns**

- Asks if METRO and WSDOT are going to generate money for the art component. Thinks that if this is not planned then a discussion should be started now.
  - Proponents agreed that this is a good idea, but stated that DOT money cannot be used for anything else than what it is ear-marked for and there is no 1 percent art program for state-funded projects. Stated that there is also a risk that the City and the County will not partner on this project because of yet unresolved issues pertaining to the operation of the lanes.
- Asks what the speed limit is on Lake City Way.
  - Proponents stated that it is around 40 to 45 mph. They are not trying to increase the

speed limit; the objective is to move the busses through more reliably and use the Interconnect to improve traffic flow. SeaTran would like to remove parking on Lake City Way during peak hours so that they may be used as Transit Lanes. The DOT policy is that parking is prohibited 24 hours a day on State routes. It is currently permitted but DOT does not like it.

- Asks if there is an urban designer involved in these plans.
  - Proponents stated that SeaTran has an in-house designer.
- Local developer Scott Surdyke asked for clarification from the Proponents on the construction of medians; stated that the Neighborhood Plan mandates a pedestrian oriented character along Lake City Way so WSDOT is in conflict with the Neighborhood Plan.
  - Proponents claim they want to respond to the Neighborhood Plan but given the regional aspect of the situation it is problematic. The State overrules the City on this issue.
- Explained that the Mayor has asked to come to the Design Commission to explain about his new transit/transportation initiatives. Lake City Way is one of the streets under consideration as a connection to Sound Transit.
- Stated that the Commission wants to support transit as opposed to automobile traffic and supports the Neighborhood Plan that is dependant on the ease of pedestrian movement and safety. The Commission might consider writing a letter to express their concerns for the need to balance regional and local desires.

---

**1 March 2001 Project: Civic Center Open Space Plaza**

Phase: Mid-Design Development Discussion

Previous Reviews: 20 April 2000 (Conceptual), 17 August 2000 (Schematics), 21 September 2000 (Schematics II), 17 October 2000 (Design Development), 7 December 2000 (Design Development), 4 January 2000 (Design Development)

Presenter: Barbara Swift, Swift and Co.  
 Beliz Brother, Lead Artist  
 Brad Tong, SOJ  
 Ken Johnson, SOJ  
 Michael Jenkins DCLU  
 Marilyn Brockman, Bassetti Architects

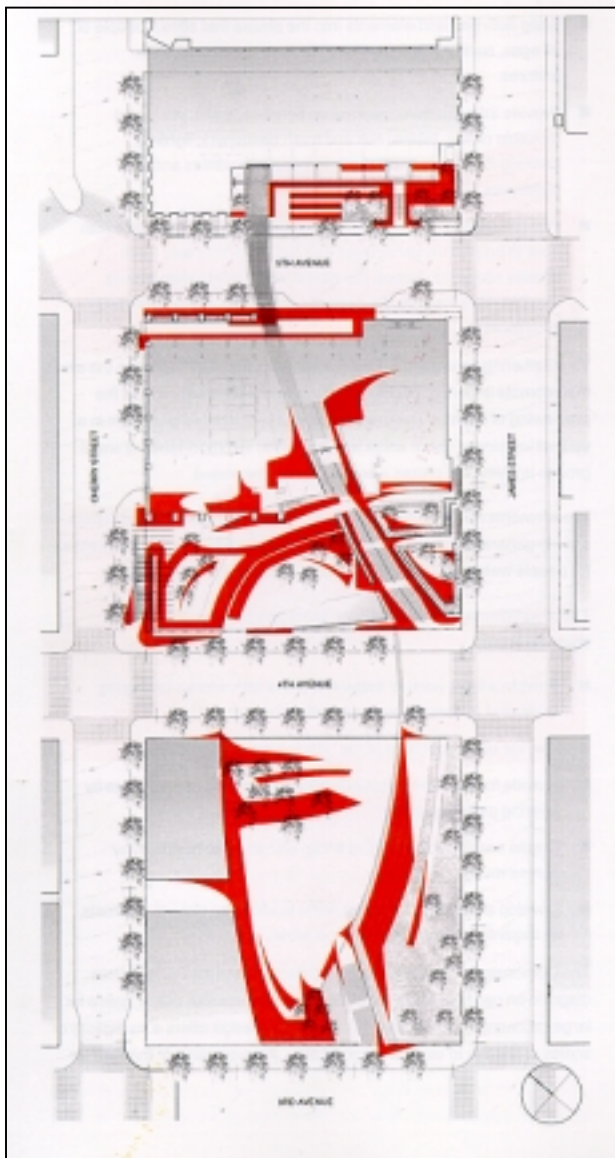
Attendees: Ruri Yampolsky, SAC  
 Janet Pelz, SOJ  
 Lynn Basa, SAC

Time: 1.5 hours (SDC Ref. # 221 DC00139)

**Action: The Commission appreciate the update on work in progress on the open space, and look forward to a joint briefing with Seattle Arts Commission on the Art Program.**

In response to previous questions of the Commissioners, the team explained how some of the water features of the Civic Plaza would appear when dry; all of the features would have some sculptural and textural characteristics. The team also reported on a study of movement in the public spaces during the months of May through September. The study indicated areas of projected use based on different activities. The study shows how the grade changes have been used to maximize the opportunity for people viewing. The team anticipates that people will gather at intersections on the site, at edges and doorways, on the stairs, and near the pond. They recommend the use of movable tables and chairs for daytime use. Evening use would involve more uniform occupation of spaces if there were events. In response to safety concerns, a railing has been added to the top edge of the pool element. In response to issues of security and defensibility, intercoms and cameras will be located at strategic spots. The Proponents assert that the space is defensible since there are several ways to get out of it.

Lead Artist Beliz Brother addressed the request for clarification on the expression of multi-cultural activities and artwork in the building. There are several designated locations that will reflect the diverse cultures of Seattle. This includes immigrant, refugee and established communities. Prominent areas of the building have been identified that are gathering spaces or thresholds. This includes the waiting rooms for the Hearing Examiner, the Public Reception Room, the Boards and Commissions Room, and other conference rooms. Works exhibited in these areas are part of the Cultural Heritage/Portable Works Project. Each area will have a specific cultural focus and the artist will be chosen by jury. The selection procedure will be inclusive since any artist can nominate himself or herself. Artwork will also be selected from the City's permanent collection. Areas of the lobby have been designated for a Native American Artist for which members of the regional Native American community will be invited to make nominations for. A member of the Design Commission will be asked to participate in the selection committee. One of Commissioners on the Public Art Committee (who is Navaho) made cautionary comments and recommended that the Committee contact the Daybreak Star Center because of their experience with these issues. The Commissioner of the PAC stated that it would be a mistake to take this issue lightly; it is controversial among the Indian community and its intellectuals and asserted that the only ones that can deal with the irony of the issue are Native Americans.



Gathering Areas and Edges

### **Key Commissioner Comments and Concerns**

- States that the concept of Northwest Art is variously perceived. It begs the question if Northwest art is so because it looks like it or is it Northwest Art because artists in the Northwest make it.
- Comments that the Commission needs to talk about the Art Plan. Although it has been on the agenda many times, as it is today, the subject tends to get 'short shrift.'
- Proponents stated that the Commission has a copy of the Preliminary Art Plan as well as updates.
- States that the City needs to consider what would happen in the event of a drought. If there were a Stage One drought, the City would have to turn off the water events even if the water is being re-circulated. Since the 'backbone' of the design is water-based events; questions what sustains the energy of the design without water.
- Proponents stated that the team is looking at the project in terms of cost and the water feature is being reconsidered.
- Explained a project that is part of the Public Arts Program called Water Lines involves cast aluminum pieces that share the space with flowing water creating a reflective element, or "metaphor" for water.

- Asks if the aluminum is permanent or only inserted if there is no water.
  - Proponents stated that they are a permanent part of the pool and watercourse.
- Asks for clarification on Resolution A-5 on symbolism in Native American history.
  - Proponents stated that they prefer to address the broader issues of cultural diversity.
- Clarifies that this is all part of what the Public Art Committee will review and approve as part of the Public Art Program.
- States that the Resolution asks for clarification of the principles that would allow spaces to express

multi-cultural activity. So far the team has only talked about Portable Works or works that were going to be commissioned by artists to go in the designated spaces. States that the question arose in relation to the Potlatch trail as to how space, journey, passage, or movement is perceived by any specific culture and how it is acted upon instead of merely being presented as a representation.

- If the waiting rooms are thresholds and gathering areas then the space itself is a “metaphor” for entry and gathering that have many cultural interpretations.
- Asks how a Polish culture would define, describe, build, and create a gathering place.
  - States that this is the responsibility of the architect to figure out. This has to do with the *Gestalt* of the whole building and the art is only supposed to support that.
  - The main idea of the Cultural Café is that it is inclusive and honors the cultures of Seattle. This is a flexible raw space that can be used for a variety of curated events and exhibitions.
  - The team has been careful not to fix any specific stylistic or cultural name to any part of the building. Therefore the lobbies and waiting rooms do not have permanent exhibitions.
- Asks for clarification on the Portable Works and if there is any time frame that determines how often they are changed.



- Actually the Portable Works Collection if a permanent collection will be moved from one part of the building to another. The works may be located in a space from eight to ten years. The Cultural Café will be more flexible.
- States that the issue has to do with the level to which the artist is involved in actually

- designing the spaces as an expression of culture, and not just where they are placed
- States that the intention of the Resolution was not to separate the architecture from the art. The question is whether or not the art is a display or if it is part of an activity or does it facilitate an activity.
  - States that much of this discussion is the purview of the Arts Commission. One of the questions raised here is to what extent the artists are involved in designing the spaces aside from the issue of cultural diversity. This is a question that is separate from the issue of how the spaces of the building reflect the cultural diversity of the community. The assumption is that the artists will in some way be involved in both of these. It has never been clear as to how the artists are involved.
  - The question is how does a civic building address the question of multi-culturalism and the addition of artifacts within it.
  - Asks for clarification on the two integrated art pieces.
    - There will be a glass bridge between the second floor elevator lobby and the Council Chamber designed by Jamie Carpenter. The second integrated piece will be a historical, archival wall created by Brother and will be located on each of six floors
  - States that these are fundamentally part of the building and asks when the design team presented these to the Commission.
    - Proponents stated that these two projects were part of the Preliminary Art Plan.
  - States that if the bridge is a substantial part of the building then it should be discussed with the Design Commission.
  - States that it would be helpful if the Commission received a status report on the reviews that the Public Art Committee and the Arts Commission have had of the projects in order to prevent confusion as to purviews.
  - Explains that the Design Commission was asked by the City Council to review the artwork that would be in the lobby areas. Therefore, the Cultural Café, the bridge, and the historic archive project should be reviewed by the Commission.
  - States that it is difficult to see the difference between this project and the Southwest Police Precinct. The latter was presented as a whole to the Commission and the artist had reviews with both the Arts Commission and the Design Commission.
  - Asks if there have been any changes to the wall along James Street. States that if it is not occupied, the stairs could turn the corner and join James.
    - Proponents stated that the question has not yet been pursued.
  - Asks if there is no question of lowering the walls.
    - Proponents stated that they have been lowered as far as possible if there is going to be occupiable space within them.
  - Asks if the entrances onto and off of James are set.

- Since the building has been pulled back and the corner has also been pulled back visually, but it has not been pulled back physically.
- Asks if there would be a way to indicate the alley that formerly traversed the site.
- Questions if the wall could be lowered perceptually by moving the ramps down and to the west. A secondary grade condition diagonally opposed to the street would be established that would be an opportunity for the landscape design team to confront the diagonal of the grade.